





Today's  
Advertisements.

## NOTICE.

**\$45,000** to lend upon First  
Class Mortgage Security in  
large or small Amounts.

Apply—  
**J. J. FRANCIS,**  
4, Des Vieux Road.  
Hongkong, 14th May, 1901. [511c]

GOVERNMENT NOTIFICATION.  
No. 266.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held at the Offices of the Public Works  
Department, on

**MONDAY,**  
the 20th day of May, 1901, at 3 P.M., are  
published for general information.  
By Command,  
**T. SERCOMBE SMITH,**  
Colonial Secretary's Office,  
Hongkong, 4th May, 1901. [519c]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 20th day of May, 1901, at 3 P.M., at the  
Offices of the Public Works Department, by  
Order of His Excellency the Governor, of One  
Lot of **CROWN LAND**, at MacDonnell  
Road, in the Colony of Hongkong, for a term of  
75 Years, commencing from the 19th day of  
January, 1899.

PARTICULARS OF THE LOT.									
No. of Sale	Locality	Boundary	Measurements	Contents in	Annual Rent	Use of Plot	Price		
Lot No.				Square Feet					
1	MacDonnell Road.		719' 7" x 31' 30" x 2' 60" x 2' 60"	29,472	20	472			

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 15th instant,

at Daylight.

For Freight or Passage, apply to

**DOUGLAS LAIR & Co.,**

General Managers.

Hongkong, 14th May, 1901. [513c]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR HAIPHONG.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the

above Port, TO-MORROW, the 15th instant,

at Noon.

For Freight or Passage, apply to

**DOUGLAS LAIR & Co.,**

General Managers.

Hongkong, 14th May, 1901. [518c]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above

on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly-qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGATION

COMPANY and vice versa.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & Co.,**

Agents.

Hongkong, 14th May, 1901. [520c]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamer having arrived, Consignees

of cargo are hereby requested to send in

their Bills of Lading for countersignature

and to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

**DODWELL & Co., LIMITED,**

Agents.

Hongkong, 14th May, 1901. [521c]

## For Sale.

## NOW READY.

THE  
SPECIAL DESCRIPTIVE  
AND  
STATISTICAL EDITION  
OF THE  
"HONGKONG TELEGRAPH."  
TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should  
order early, as only a limited number  
has been struck off and a Second Edition  
cannot be printed.

The Special Edition will be mailed to any

address on receipt of 50 cents to cover cost

and postage.

## Intimation.

**A. S. WATSON & Co., LIMITED.**

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

**STERILIZED WATERS**  
IN THE FAR EAST.

OUR NEW FACTORY, facing  
the sea at the PRAYA RECLAMATION,  
is constructed with every attention  
to the best principles that sanitary  
science can suggest.

A perfect System of Filtration is  
employed guaranteeing Absolute puri-  
ty.

The Machinery used is of the Latest  
Type.

A STAFF OF ENGLISH EXPERTS  
attends to every detail of the Manu-  
facture.

The Waters produced are of the  
highest class and excellence; as testi-  
fied to by the best English makers.

**A. S. WATSON & Co., LIMITED,**  
**THE HONGKONG DISPENSARY.**  
Hongkong.

**BIRTH.**  
At No. 135-A, Bluff, Yokohama, on the 3rd  
inst., the wife of W. R. C. FORD, of a daughter.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, MAY 14, 1901.

## REUTER'S TELEGRAMS.

**THE PORTE AND THE FOREIGN  
POST OFFICES.**

May 14th.

The Porte has sent a third Note to the  
Ambassadors of the Powers peremptorily  
demanding the suppression of the Foreign  
Post Offices. This Note has also been re-  
turned to the Porte, thus creating partially a  
cessation of Official relations between the  
Embassies and the Porte.

## ANOTHER RUSSIAN LOAN.

LONDON, May 14th.

An Imperial Ukase issued at St. Peters-  
burg, authorizes a loan of 424 millions francs  
bearing interest at four per cent, to repay  
Treasury advances to the railway, and to  
meet current expenditure.

## RUSSIA AND CHINA.

It is stated that Russia is seeking to obtain  
a joint guarantee from the Powers for a  
Chinese indemnity loan. The majority of  
the Powers are opposed thereto.

**THE PORTE AND THE FOREIGN  
POST OFFICES.**

The Porte shows no signs of yielding in  
its demands for the suppression of the Foreign  
Post Offices. The Ambassadors are com-  
pletely agreed as to the necessity, for deter-  
mined action.

LATER.

## THE NEW RUSSIAN LOAN.

The statement that the French House of  
Messrs. Rothschilds will issue the new Russian  
loan is confirmed. The arrangement is the  
result of M. Delcassé's visit to St. Petersburg.

## WEATHER REPORT.

The Observatory report says:—  
On the 14th at 11.55 a.m. the barometer is  
falling on the China coast. Pressure is highest  
between the E. coast of China and W. Japan,  
and gradients are moderate to slight for S.E.  
and E. winds on the China coast. Forecast:—  
Fresh to moderate E. winds; fair.

## LOCAL AND GENERAL.

THE Chefoo-Taku Cable is restored.

A GOOD shorthand reporter is wanted, vide  
advertisement appearing elsewhere.

The Remount Depot of the 1st Bengal Lancers  
leaves for the North by the R. T. M. Canning

THE first half of the Bengal Lancers returned  
to India this morning by the British transport  
*Umra*. They embarked at Kowloon. The  
other half follow them later on.

THE following were the lawn tennis results  
arrived at yesterday:—Final Tie, A Class  
Handicap—P. A. Cox, owes 1/6, beat A. Hum-  
phreys, owes 2/6 (6-2, 6-6, 6-2, 6-4); Final Tie,  
B Class, Handicap—F. X. Da Castro, 15-3,  
beat C. M. G. Burnie, scratch (6-0, 7-5, 6-3).  
To-day will be played the final of the Profes-  
sional Pairs—P. A. Cox and E. F. Mackay v.  
F. Maitland and H. W. Slade—and to-morrow  
the final of the Championship—H. Pinckney v.  
P. A. Cox.

A GAMBLING scandal occurred on the steamer  
*Tulonic*, which arrived at Liverpool from New  
York on April 11th. Two first class passengers,  
were caught cheating at poker. They secured  
considerably over £200, but were obliged to  
make restitution. The same men were dis-  
covered swindling in the pool of the ship's daily  
run, and were forced to give back a cheque for  
£50, which they had gained in this manner.  
Upon the *Tulonic's* arrival at Liverpool the  
swindlers were allowed to proceed with a  
warning.

A HOME paper says:—Mr. Crockett at his  
wildest was outdone recently. A goods train  
was descending the branch line at Kirkcaldy,  
a harbour leading from the main line of the  
North British Railway, when the brake failed  
to act, and the engine and three waggons laden  
with paper for the London steamer dashed over  
the east pier into the sea. The driver leaped  
from the engine before it plunged into the  
water and escaped without injury. No bad  
show for Kirkcaldy. Some will hope that the  
lost "paper" consisted of Kailyard MSS.

It appears, says the *Japan Chronicle*, that some  
trouble is likely to arise out of the burning of the  
*R. D. Rice*. The fishermen of the neighbour-  
hood state that owing to the oil which is floating  
about the bay it will be impossible to fish for  
the next two or three weeks, the oil having  
driven the fish away. It is reported that a  
claim for compensation is being formulated  
and will be presented to the Standard Oil Com-  
pany. The farmers are also grumbling, as  
they say considerable expense was incurred in  
the work of extinguishing the blazing tins of  
kerosene which floated ashore and threatened  
to set the fields on fire.

Truth asks why Colonel Kekewich, the de-  
fender of Kimberley, has received no substan-  
tial recognition of his services. It says:—  
Another South African celebrity has disap-  
peared. The name of Colonel Kekewich, who  
defended Kimberley, was on the lips of all  
some months ago. He was one of the heroes  
of the period, and he deserved the popularity  
which he attained. It became known later  
that he had aroused the anger of Mr. Rhodes—  
and the authorities did not adopt him. Since  
then no more has been heard of Colonel Keke-  
wich. Either the Colonel saved Kimberley or  
he did not. If he did, he should be rewarded,  
notwithstanding that he has incurred the en-  
mity of Mr. Rhodes or any other financier. If  
he did not, why did the authorities misinform  
the nation by asserting that he had?

A THRILLING experience befel a Norwegian  
boy, of the schooner *Swift*, who was sent  
ashore one evening recently, says a home  
paper, while the vessel was lying off Faversham,  
to fetch the captain. He left in a small rowing  
boat, but owing to the strong seas he was  
unable to reach the shore or to get back to the  
ship. The little boat was washed out to sea,  
and during the night the boy hailed many  
vessels, but was not heard. He drifted right  
across the Goodwin Sands, and the boat half  
filled with water. He hailed the lightship, but  
he could not grasp the rope which was thrown  
to him. Lifeboats were sent to search for him,  
but he could not be found. In the evening,  
however, the Ramsgate smack *Gem* observed  
him, and he was taken aboard in an extremely  
exhausted state, and conveyed to Ramsgate.

A CHINESE commercial association named the  
Shingtau Company, which has been advancing  
money to various Japanese spinning mills,  
appears to be still supplying Japanese firms  
with capital, says the *Nagasaki Press*. Accord-  
ing to a vernacular paper, the Chinese capi-  
talists signed agreements on the 25th ult.  
to furnish a loan of 400,000 yen to the Okayama  
Spinning Company; of 100,000 yen to the  
Hakata Mills; and of 300,000 yen to the Heian  
Mills. A further contract to supply other  
cotton spinning companies with 250,000 yen  
was signed by the Chinese at the end of last  
month. The securities for the loans are said  
to be the land, buildings, and machinery owned  
by the Japanese firms. The interest on the  
loans is 12 per cent. per annum, and one of the  
conditions is that the borrowers must purchase  
all their raw cotton from the syndicate advan-  
cing the money.

The famous ivory eagle, which was made by  
Kaneda for the Paris Exhibition, and which was  
in Messrs. Arthur and Bond's collection, is  
about to leave Japan for England, says a recent  
*Japan Advertiser*. Its purchaser is Mr. George  
H. Hodgson, of Bradford and of Hexton Manor,  
Hitchin, Herts, who is a large collector of  
Japanese fine art productions. This life size  
eagle is composed of the largest pieces of ivory  
obtainable, and three years were consumed in  
its production. The first eagle which Kaneda  
made was bought by His Majesty the Emperor,  
and was for some time in the Imperial Palace  
at Tokyo; but on the occasion of the coronation  
of the Tsar of Russia, Prince Fushimi, who  
attended the ceremony, presented the eagle to  
the Tsar in the name of His Imperial Majesty.  
The eagle which Mr. Hodgson has just pur-  
chased stands on a natural rustic teakwood  
stand about a feet high. The pose and general  
composition are excellent, and depict in a most  
lifelike attitude the bird preparing for flight.  
It will remain on exhibition for a few days  
longer at Messrs. Arthur and Bond's, after which  
it will be shipped to England.

APART from plague and small-pox, the cases  
of communicable disease reported last week  
were:—Enteric fever, 2 (both Europeans, one  
in Victoria); and one fatal case of puerperal  
fever (Chinese). The single case of small-pox  
was in the Harbour.

Mr. Pinkie (10 p.m.)—May, dear, the doctor  
says a brisk walk before going to bed will in-  
sure sleep to insomnia sufferers like myself.  
Mrs. Pinkie—Well, my dear, I will clear the  
room so you can walk. Please carry the baby  
with you.

THE growth of tobacco in Ireland, we are told,  
is being fostered under exceptionally favourable  
conditions, the Irish Agricultural Board making  
praiseworthy efforts to give the experiments a  
fair trial. It has been shown that very good  
tobacco can be grown in Ireland.

SOME forty Japanese soldiers stationed at  
Hsien Shu-ku, on the Road to Taku, by the  
Provincial Government as a special outpost  
against brigands, were attacked a few days ago  
by several hundred rascals. The Japanese  
repulsed them, killing three and capturing  
eighteen.

A CLERICAL friend, having read in the *Times*  
a series of definitions of the word "liar," sup-  
plied one of the word "lie" as follows: "A  
teacher asked for a good definition of a lie,  
'when a boy said: 'A lie is an abomination to  
the Lord, and a present help in time of  
trouble.'"

THE London *Statist* has discovered a clique  
of swindlers making London their headquarters,  
who profess to represent a leading United  
States insurance company. These swindlers  
notify the family of a man recently deceased  
that the last premium, which ought to have  
been paid at a given date, usually very recent,  
has not, as a matter of fact, been paid, and that  
if it is not forwarded by a specified date, the  
policy will lapse. The widow hastens to send  
the remittance. The victims are usually  
French and Germans.

SIR EDWARD HARLAND's dream has at last  
been realised says *Fairplay*. Many years ago  
he stated at a dinner at which I was present  
that foreseeing the coming development in the  
size of steamers he had long ago prepared the  
lines of a 700ft. steamer which up to that time  
he had not been able to persuade his friend,  
the late Mr. Ismay, to adopt. It has devolved  
on Sir Edward's successors in the business to  
carry out the dream of their great predecessor's  
life, and to utilize his ideal. I don't notice,  
though, that they say much about that side of  
the question. The *s.s. Celtic* was launched by  
Messrs. Harland & Wolff recently. This  
vessel, the order for which was the last the late  
Mr. Ismay gave, is intended to cater for the late  
passengers who cannot afford to pay the *Oceanic*  
rates, and to whom an extra day in crossing is  
immaterial.

AT Southport—the Parliamentary division  
which he represents—Mr. Marshall Hall, K.C.,  
the other day, addressing the conference of the  
National Chamber of Trade, told an amusing  
experience of his when he unintentionally gave  
some horse people a good run for their money.  
"Every Englishman," he remarked, amid  
much laughter, "is a bit of a gambler, though  
he may not know it. Even the extremely  
religious man is, for when he goes to law  
he does so because he wants to win. The  
man who would lift up his hands in  
horror at the very idea of horse racing will  
go to law, which is just as much a lottery—  
as many of your kind. Even counsel  
are sometimes taken in. I remember, many  
years ago, being taken down to a county court.  
I had not seen the brief, which was sent to my  
chambers, but I was escorted to the place of  
trial in solemn state. I looked at the brief,  
and found that the whole amount to be sued  
for was £6, while my own fee was consider-  
ably more than five times that sum. Naturally,  
I could not make the matter out. It was an  
action for trespass—seizing a horse in execu-  
tion; and the sort of horse it was can be  
imagined. The case took the whole day long,  
and in the end I succeeded in winning. Then,  
when it was all over, I heard that there was a  
bet of £500 depending on the result of the  
case. The parties were all horse people, and  
they knew they would get a fair run for their  
money, and they used me for the purpose of a  
gamble."—M.A.P.

COMMENTING on the Glasgow Exhibition,  
*Fairplay's* special commissioner says he is  
charmed with the modest frankness of the  
official programme, which says: "To Glas-  
gow belongs the distinction of holding the first  
International Exhibition in the Twentieth  
Century, and well it deserves the honour.  
(Ahem!) Glasgow is the centre of the Scottish  
iron and steel industry, of the coal trade, of  
shipping and shipbuilding, banking and insur-  
ance—in short, it is the commercial Metropolis  
of Scotland, and in point of population second  
only to London amongst the cities of the United  
Kingdom. (Nothing like getting in ahead  
of the Census!) Its reputation for municipal  
enterprise, for industrial activity, and as a seat  
of art and learning is universal; its ships tra-  
verse the waterways of the world; its sons guide  
the affairs of State." I suppose the last refer-  
ence is to the great "C. B., of whom a local  
bard sang, at the time of the last General  
Election:

The Camelban, the Camelban,  
Is looking far from pleasant—  
It is not safe for any man  
To pull its leg at present.

It scowls and growls and howls and yowls,  
As up and down it stumps;  
I greatly fear the Camelban  
Will end with several 'humps'!

But then "C. B." is not guiding the affairs of  
State, so I infer that the official programme  
was indited at a time when a change of Govern-  
ment seemed at least a possibility. However,  
a fig for politics! We are here for business  
(and pleasure, especially pleasure), and this  
quotation from the official programme gives us  
a fair start by sounding the keynote.

A footnote adds, "Sir Henry Campbell-  
Bannerman is one of Glasgow's sons."

## NOTICE.

Our Special Edition is now on sale and may  
be obtained on application. Price fifty cents.  
Intending purchasers are advised to order  
early. See advertisement appearing elsewhere.

OWING to the continued indisposition of His  
Lordship the Chief Justice, the *Hongkong*  
*Gazette* collision case was, this morning,  
further adjourned to 10.30 a.m. to-morrow. We  
learn that Sir John's illness is not severe but is  
of such a nature as to prevent his presiding in  
court.

We shall be obliged if any subscriber on  
receiving his paper late or irregularly will  
write on the Wrapper of the paper the Time of  
delivery, etc., and forward the Wrapper to the  
Manager, *Hongkong Telegraph Co., Ltd.*, 50  
Queen's Road Central. The wrapper will  
enable us to check the delivery copies.

As will be seen from our advertisement  
columns, the ill-fated *Sobraon* and cargo re-  
maining on board will be sold, as she lies at  
present on Tung-ying island, by public auction  
on the 22nd inst., by Messrs. Hughes and  
Hough, on behalf of the P. & O. Company.  
Upwards of a thousand tons of coal at present  
in the bunkers of the *Sobraon* will also be put  
up for auction.

A LANDSLIDE occurred at Suichingwan Quarry  
Bay, on Thursday night, owing to the heavy  
rains of the past week. Fortunately it occurred  
at night, otherwise serious loss of life would  
have been the result. The public road was  
completely blocked with the debris. Messrs.  
Butterfield & Swire are building a new dock at  
Suichingwan and have a large number of coolie  
working for them there.

It may be noticed that we are publishing a  
gazette of interest to the shipping community  
generally, giving the names of officers on leave,  
promotions, transfers, etc. We imagine it will  
be found useful by many shipping people here,  
who can see at a glance where their friends are  
at the time. We shall be much obliged for  
any information from our readers tending to  
keep the column up to date.

MME. Sada Yacco and Mr. Otto Kawakami,  
the Japanese actors who performed at the  
Coronet Theatre last year, have returned to  
Japan, carrying with them as a result of their  
successful visit to Europe and America over  
£40,000, which Mme. Yacco is going to devote  
to the erection of a large theatre at Tokio, to  
be built in Japanese style, but with every  
possible modern improvement.

A CORRESPONDENT has forwarded the follow-  
ing to a home paper:—When Little Eva won  
the Lincolnshire Handicap the result was  
posted up in the porch of one of the Guildford  
churches, and the ladies who were leaving  
afternoon service were shocked beyond measure  
to find that what they thought was the latest  
news from the front was merely the result of a  
horse race. It has been the custom during the  
past year to display copies of war telegrams in  
the porch of the church in question. The boy  
who had been in the habit of delivering these  
printed slips to different institutions from one  
of the newspaper offices was given a few copies  
of the racing telegram to take round. Having  
a spare copy, and quite oblivious of its nature,  
he concluded that it was meant for the church  
porch, and accordingly pinned it up there.

## AT THE MAGISTRACY.

NO LICENCES.  
Plying a chair for hire without a licence cost  
Chan We \$3 or ten days.

Hawking vegetables without a licence led to  
Shek Lau having to pay \$2 or go to gaol for  
ten days.

Chan Leung and Lim Tung were each fined  
\$2 or ten days for plying rickshaws without  
licences.

REFUSING A FARE.  
Ng Tsim Yau, a ricksha coolie, pleaded guilty  
to refusing to accept T. Jand, a P.W.D.  
Surveyor, as a fare. He was fined \$3 or ten  
days.

NO LICENCE; NO LIGHT.  
Wong Mun, a boatman, in addition to hav-  
ing no licence, failed to exhibit a light between  
sunset and sunrise. The first charge cost him  
\$3 and the second \$10. He will now probably  
get both light and licence, if he has sufficient  
money left.

ANCHORING IN THE FAIRWAY.  
J. Hodgson, P.C. 88, charged Tseng Kwong  
with anchoring his junk in the Southern Fair-  
way. Defendant pleaded guilty and was fined  
\$5 or fourteen days.

A DANGEROUS ACT.  
Cheung King, of 556 Queen's Road West,  
was fined \$3 or eight days for throwing broken  
glass into the street.

OBSTRUCTION.  
Cheong Shek caused an obstruction by plac-  
ing chairs on the pavement in Queen's Road  
East. Fined \$3 or eight days.

Yau Kung Cheong, a contractor, obstructed  
the Praya East with a quantity of sand. Fined  
\$15 or one month.



## THE NEW FRENCH MINISTER AT PEKING.

At the French Consulate-General on the night of the 10th inst., says a Shanghai paper, a reception was held, in order that M. Beau, the new French Minister to Peking, might become acquainted with his compatriots in Shanghai. About 150 guests were present, including a good number of officials, officers of both services, and others. As soon as the guests arrived they were introduced by M. Rattier, the Consul-General, to M. Beau and to Mme Rattier. About ten o'clock dancing began, to the inspiring music of the Town Band under Signor Valenza, and the utmost gaiety prevailed. The hospitality of the Consulate was as generous as it is always the case with our neighbours, and the evening was a brilliant success.

## THE PEACE NEGOTIATIONS AND REFORM.

JAPANESE SAY REFORM IS CHINA'S OWN AFFAIR.

New claims for Christian Missions are given prominence.

A Peking despatch states that notwithstanding the various Powers are in the meantime uniting in negotiating peace terms with the Chinese Government, it appears that on the completion of the general peace treaty, they will each begin to arrange for a special treaty with China for covering or demanding special advantages for themselves. It further states that it is the intention of the French Government, when the treaty arrives at a conclusion, to add one more clause to it which reads: "That R. C. priests be granted more influence to diffuse the Christian doctrine."

We further learn from the despatch that the British Minister contemplates inserting the clause concerning the increase in Customs Tariff in the commercial treaty, whereby some other advantages may be demanded. This is the reason why, when the German, Japanese, and American Ministers the other day in a conference upon the indemnity question, proposed to take as pledges the salt gabelle, grain tribute, and the proceeds from the increase in Customs Tariff, the British Minister objected to the final point. The indemnity payable by China to the Foreign Powers is probably to be between the sum of 450,000,000 and 500,000,000 taels.

It is the intention of the Powers while demanding of China the indemnity, to revoke the conservative policy on her behalf and this will be considered as a clause in the treaty. In the event of the salt gabelle and grain tribute being taken as pledge for the indemnity, it is necessary that the terms of the collection as they are at present, should be changed; and further, should the old system of the eight banner corps be abandoned, the nations which were formerly issued to those serving under these banners, may then be taken in part payment of indemnity. The Japanese Minister, however, does not take part in the reform, as he says it is China's own business whether she reforms or not, China being an independent country.

The despatch in conclusion talks about withdrawal of the allied troops which, as it states, will not be proceeded with until the settlement of the indemnity question.

## A JOINT MEMORIAL.

PRAYS THE COURT TO RETURN TO PEKING.

The other day a circular headed by the Grand Secretary Kun Kang and his colleagues was sent round the native high official circles at Peking calling for their signatures in order to prepare a joint memorial to urge the Emperor Dowager to go back to Peking at once. It is understood that members of the College of Literature and the Board of Staff have signed the circular and the memorial, which has been drafted and is to be forwarded to Hsianfu on the 5th instant.

## UNRESTRICTED TRADE THROUGHOUT CHINA.

ABOLITION OF THE LIKIN REVENUES.

TIENSIN, May 8th.

The foreign ministers at Peking have decided to press for the abolition of the likin revenues. The ministers for Great Britain and the U.S.A. favoured unrestricted trade throughout entire China, but the Russian and other ministers opposed the movement. No decision in the matter was arrived at.—*New Press*.

## THE AUDIENCE ETIQUETTE.

THE FOREIGN MINISTERS TEACHING THE PEACE COMMISSIONERS.

The Diplomatic Corps have notified the Chinese Peace Commissioners that in future Foreign Ministers should be given Imperial audience with His Majesty the Emperor at one of the principal palaces, such as Pao Ho To Palace or Chien Ching Hall. On the occasion of such an audience, sedan-chairs should be provided by the Chinese Government for them. In case of any banquet taking place, they should sit at the place where the Chinese High Princes usually sit.—*New Press*.

## AN IMPORTANT MISSION.

DOWAGER EMPRESS SENDS EUNUCH TO PEKING.

According to a letter just received from Peking, some days ago a palace eunuch, Tsai, who was supposed to be the chief eunuch of the Dowager Empress, has arrived there. He was deputed by the Old Lady to proceed to Peking to enquire into the general state of affairs as to whether the Court should return to its old capital. After his arrival, the eunuch called on a certain prince (presumably Prince Ching) for information, and it is understood that the said Prince asked him to memorialize the Dowager Empress on his behalf as soon as he returns to Hsianfu, praying her to go back to Peking with His Majesty the Emperor without any delay.—*New Press*.

## NEWS FROM THE NORTH.

SKIRMISHES WITH THE CHINESE.

Peking, 8th May.—It is announced from head-quarters to-day that Lieutenant von Kummer with nine mounted men was reconnoitring to the westward of Kalgan, in the province of Shanxi, he met near Ning-yuan some Imperial Chinese infantry and cavalry. He had several skirmishes with them and captured one blue banner.

RECONNOITRING STOPPED.

The German company of horse which is now at Chiaoow have received orders from head-quarters to stop all reconnoitring beyond the province of Chihli.—*O. Lloyd*.

## A RUSSIAN VIEW OF JAPANESE FINANCE.

Under this heading the *Rokumin Shimbun* of the 2nd inst. says:—

An advice from St. Petersburg states that the *Novoye Vremya* has had an extraordinary article on Japanese finance. It starts from the report that the financial disorders in Japan have lately culminated in the suspension of payments at the part of hundreds of banks. This is no doubt fabricated news created for some special purpose in view, and as the whole article is founded upon this extraordinary and erroneous report of the state of finance in our country, it is hardly worth commenting upon. Our St. Petersburg contemporary then goes on to say that Japan has no cause for apprehending any external danger, yet she has chosen to pursue a purely aggressive policy in the expectation of gaining a foothold on the continent.

The pursuance of such a policy on the part of the Japanese Government, according to the editor, is probably the result of some counsels from London. Nothing can be more absurd than this dictum. It is not founded upon any resemblance of facts of history. Our policy has never been aggressive like that of the country to which our contemporary belongs. If things ever so happened that we were forced to have any unpleasant relations at times with our friendly nations, it is because we were obliged to take that attitude for the necessity of defending our own interests. We will be gratified if our contemporary can give us even one instance in which we may rightly be blamed as taking an aggressive attitude. As for the opinion held by our contemporary that the pursuance of "such a policy" is probably the result of some counsels from London, it is simply ridiculous. In any case, the article is concluded, "Japan's financial trouble must be regarded as a piece of welcome news in the interest of peace in the Far East, for it means the paralyzing of the most dangerous factor in that part of the world."

We sincerely wish to know whether we are really the dangerous factor that threatens to disturb the peace of the Far East or the Russians themselves. We will refrain from the tedious narrating of historical facts. But those who are willing to impartially survey the history of the last few years or even few months cannot fail, at any rate, to give a right answer to the query without much meditation.

## RUSSIAN OFFER TO JAPAN.

News received from an authoritative source from Vladivostok states, says the *Nagasaki Press* of the 3rd inst., that the Russian military authorities at the above port have been advised officially from St. Petersburg that the Russian Government has made overtures to Japan, offering the latter the ports of Dalny and Port Arthur in the event of Japan offering no opposition to the acquisition by Russia of an "ice-free port" in Korea. In connection with the matter, the names of Masampo and Port Lazareff are mentioned.

From the same source we learn that all building operations both at Port Arthur and Dalny have been suspended by order of the Russian Government, which presumably is awaiting Japan's reply.

That Japan is preparing for any Russian move on Korea would seem to be evidenced by the fact that the Army reserves are being called up. We learn that many reserve officers in this city have been requested to report themselves at once to Hiroshima.

## JAPANESE NEWS.

RESIGNATION OF ITO MINISTRY.

TOKIO, May 2nd.

Marquis Ito, Premier, was received in audience by His Majesty this morning and laid his resignation before the Emperor.

An extraordinary Cabinet meeting was called at his official residence early in the afternoon, at which the presentation of his resignation was reported. The Ministers left after an hour's stay.

It is evident that all the Ministers of State will resign except Viscount Watanabe, Financial Minister.—*Mainichi*.

TOKIO, May 2nd.

Mr. Samijima, Chief Secretary, carrying an important message of the Premier, called on Marquis Yamagata this morning. It is understood that the Premier sought an interview with Marquis Yamagata with the view of discussing measures to be taken in connection with the resignation of the Cabinet.

Marquis Ito sent for the leaders of the Seiyukai (Marquis Ito's party) to meet at the office this afternoon at 4 o'clock. It is understood that details regarding the resignation of the Cabinet will be laid before them at the meeting.

Later.

All the Ministers of State, with the single exception of Viscount Watanabe, repaired to the Imperial Palace after the extraordinary Cabinet meeting and tendered their resignations.

It is understood that Marquis Ito recommended Marquis Yamagata to His Majesty for the formation of the new Cabinet, but it is generally doubted if Marquis Yamagata will accept office.

Marquis Ito may have to form a new Cabinet with some changes of Ministers, or Prince Saionji, President of the Privy Council, may have to come forward. It is reported that the next Cabinet will be another Seiyukai combination with some changes.—*Mainichi*.

TOKYO, May 2nd.

Viscount Watanabe, Financial Minister, adheres to his original proposal to suspend Government enterprises in the next fiscal year and years following, with the view of relieving the country's finances, while other Ministers of State are willing to compromise the matter. Marquis Ito is reported to be working for an amicable issue.

## COREAN NEWS.

(Via Japan).

Tokio, May 1st.—Mr. Hayashi, Japanese Minister to Seoul, has reported to the Foreign Department that he was received in audience by the Korean Emperor on the 22nd ult. He did not lodge a protest against the loan affair, but only ascertained the details and particulars. It is probable that Mr. Hayashi let the Emperor see what his unofficial view was. The Japanese Government is examining the contract. It is reported that they have found several suspicious points, although the contract on paper seems to be void of political significance. Great Britain, America and Japan which are opposed to the loan are understood to be in communication with each other regarding the affair. There are several British shareholders in the Yunnan Syndicate and the British attitude in the affair is reported to be different so long as the Customs revenue is not touched and the position of Mr. McLeavy Brown is left alone. The British Minister to Seoul is waiting for further instructions from London. Mr. McLeavy Brown has taken no action in the affair.—*Mainichi*.

## THE £ S. D. OF A FIRST-CLASS MAN-OF-WAR.

However costly it may be to keep the machinery of national government running, it is a startling fact that to run a first-class battleship for a year makes a bigger hole in the Exchequer than to maintain the British Cabinet of twenty Ministers, many of whom have salaries of £5,000 a year. Indeed, the yearly allowance of ammunition for a single big gun often costs more than three months' official salary of a Secretary of State. To build and equip a first-class cruiser like the *Blake* leaves very little change, comparatively speaking, out of half a million pounds; and a battleship like the *Majestic* runs away with something like £840,000. If we take a ship of the *Royal Sovereign* class, the average cost of which was £775,000, we find that the capital sunk in her represents an annual interest of 4 per cent. of £31,312. To this annual charge we must add depreciation, estimated at 4 per cent. a year, or a sum of £12,500—making, with the interest on capital sunk, an annual charge of £1,000 a week for the ship alone, quite apart from the cost of manning and running her. Thus, at the very start, we have a yearly expenditure, for a single vessel, which represents the interest on £1,000,000 worth of Consols.

The salaries and wages of the ship's crew absorb more than £30,000 a year, or £2,500 a month, for a crew of about 700 officers and men. Of this annual sum of £30,000 the executive officers alone claim more than a seventh, or an average £4,500; while the petty officers, seamen, and boys numbering about 360, receive about £11,000 a year. The military section of the ship, comprising marine artillery, high infantry, and numbering approximately 100 officers and men, costs £2,000 a year, or two-thirds the cost of the executive officers. The engineers and their staff may be put down at £8,000 a year for a staff of 140; the paymasters' branch claims £1,000, and the medical section a similar sum. The ship's band involves a charge of about £400 a year, the artisans cost nearly £2,000, and the domestic staff and cooks £600. Naturally, the cost of feeding an army of 700 men is a serious item. In round figures it comes to £1,250 a year, or the very respectable amount of £1,250 a month. That this amount is not excessive is clear from the calculation that it only represents an annual cost, for rations, of a little over £20 for each member of the crew. During the year the ship requires, roughly, half her own weight in coal to propel her an average distance of 10,000 miles and to work her numerous auxiliary engines. These coals cost as nearly as possible £6,000, which represents a cost for coals of twelve shillings for every mile covered during a year's travels. Of a vessel of this size (over 14,000 tons, and steaming at 17½ knots an hour) a single day's coal bill, even when running at reduced speed, may well amount to £120 or £130.

Even now our yearly bill is by no means complete, for we must add an item of £4,500 for "consumable stores" of all kinds, such as paint, oil, &c., and a further sum of £4,500 or £5,000 for depreciation of boats, tools, and other "non-consumable" stores. Repairs may well claim a further payment of £5,000 a year, and in many cases even this sum has been largely exceeded. It costs more than half as much to feed the guns of one of our largest men-of-war as to feed the crew. The yearly allowance of ammunition for a 67-ton gun costs £1,400, and for a six-inch quick-firing gun as nearly as possible one-tenth of this amount. The total yearly expenditure on ammunition for a first-class battleship is between £8,000 and £9,000. Thus the items of our annual bill may be taken as follows: Interest on cost of battleship, £31,312; depreciation of battleship, £31,000; pay of crew, £30,000; food of crew, £15,000; coals, £6,000; stores, £6,000; repairs, £5,000; ammunition, £8,500; making a total cost for the year of £125,812, or nearly one-sixth of the original cost of the ship. Every mile covered by the ship costs the country twelve guineas; every inch it absorbs more than the Lord Chancellor's yearly salary; and every year it costs the equivalent of the interest on more than four and a half millions of Consols.—*Cassell's Saturday Journal*.

## EMPEROR WILLIAM'S RECENT STRANGE SPEECHES.

(AMERICAN MAIL CABLE.)

NEW YORK, April 6th.

A cable to the *World* from Berlin says:—The Kaiser's recent speeches show him to be suffering from one of his periodic attacks of cerebral excitement. Strong influences have been brought to bear to induce him to go on a yachting trip to Norway until the effects blow over.

Wilhelm looks thin and worn. He is extremely restless, brooding perpetually and startling his entourage by breaking out into wild tirades against his supposed enemies. It is related that yesterday the Kaiser directed the captain of the guard to kneel before him, holding up the hilt of his sword as the symbol of the cross, and swear that he would lay his own brother to defend the Emperor.

The Kaiser's excitement is traced to the feeling aroused by the harsh criticism of his friendliness for England. The Russian disturbances, prompted him to send even more exalted despatches to the Czar than to the Sultan, but the Czar suppressed them.

The Kaiser has just presented stained-glass windows to the blind asylum. One represents the Kaiser as a medieval knight, with a helmet on his head and a naked sword in one hand, a model asylum in the other. The other window represents the Kaiser as St. Elizabeth, with miraculous roses in her hand.

BERLIN, April 6th.

The entire German press is still greatly excited over the Emperor's recent utterance on the occasion of his toasts. The *Cologne Volks Zeitung* says Emperor William's words to the Emperor Alexander Grenadier Regiment upon the occasion of their installation in their new barracks near the Emperor's palace, when he called them his life guards, etc., have been received everywhere with dismay and amazement, but sadder still is the fact that the Emperor had the regiment's barracks built in close proximity to the castle, which shows that the Emperor meant what he said upon that occasion.

The paper then dissects the Emperor's toast concerning Russian-German relations, and says it is evident that somebody is systematically trying to embroil these hitherto friendly nations, and that from the Emperor's hints this can only be Great Britain or Japan. The paper concludes: "Where on earth are our new English friends?"

The fact of the matter is that the Emperor's utterances have been interpreted in all ways to suit everybody's taste.

Emperor William yesterday made an address to several companies of the First Guard Regiment at Potsdam.

BERLIN, March 31st.

The Berlin papers published a speech said to have been delivered by Emperor William May 20th of last year at a luncheon following a parade of the guards. His majesty referred to the occasion of a parade of the guards May 20th, 1888, before Emperor Frederick, who was then seriously ill, and continued as follows: "At that time the position

I should assume with reference to the army was hidden in the midst of the future. To-day no doubt is possible on this point. I may say that since the command of the army has devolved upon me I have exercised it and drilled it so that when I put it to trial I may feel secure and certain that it will not fail me."

His majesty then proceeded to say that for a long time and in deference to the solicitation of Field Marshals Prince Albrecht, Count von Blumenthal and Count von Waldersee he had considered the question of assuming the grade of Field Marshal. "According to Prussian traditions," he continued, "only the winning of a battle or the capturing of a first-rate fortress entitles one to that honour. This has not been vouchsafed to me, but in my own vindication I can say that for twelve years I have worked on the army to the utmost of my power and I think I have succeeded in keeping it up to the level of its past. In a few years I hope to be strong enough at sea to secure respect for the name of Germany throughout the world. This new offensive flank, which I am building on the army by means of a powerful fleet, will place Germany in a position to defy all danger, no matter what combination may be formed against her."

## NOTANDA.

## CALENDAR.

MAY.  
Meteorological means based on ten years' observations to 1893.  
Barometer ..... 29.867  
Thermometer ..... 76.2  
Humidity ..... 84.0  
Rainfall ..... 15.0

## TO-DAY.

## WEATHER REPORT.

On date at 4 p.m.  
Barometer ..... 30.00 29.88  
Temperature ..... 72 73  
Humidity ..... 81 81  
Rainfall ..... — —

## TO-DAY.

Tuesday, 14th May, 1901.

Chinese—26th of 3rd moon of 27th year of Kuang-shu.

Sun—Rises ..... 5hr. 22min.  
Sets ..... 6hr. 31min.  
Moon—En Equator 0hr. a.m.  
High water—Morning ..... 5hr. 45min.  
Afternoon ..... 5hr. 33min.  
Low water—Morning ..... 1hr. 54min.  
Afternoon ..... 0hr. 0min.

## ANNIVERSARIES.

1878—Assassination of Okubo Toshimichi, Minister of the Home Department at Tokio.

1885—Arrival in Hongkong of Sir John Walsham on his way to Peking.

1897—Battle of Gribovo.

1899—Paris Chamber of Commerce partially destroyed by fire.

## TO-MORROW.

Wednesday, 15th May, 1901.

Chinese—27th of 3rd moon of 27th year of Kuang-shu.

Sun—Rises ..... 5hr. 27min.  
Sets ..... 6hr. 31min.  
Sea ..... 6hr. 31min.  
High water—Morning ..... 6hr. 19min.  
Afternoon ..... 6hr. 54min.  
Low water—Morning ..... 0hr. 49min.  
Afternoon ..... 0hr. 0min.

## ANNIVERSARIES.

1872—Assassination of the Home Minister at Tokio.

1891—Wreck of the s.s. *Albany* at Matsushima.

1899—Troops leave Hongkong on account of fresh trouble in Hinterland.

1899—The Port of Santu in Sarawak bay opened to trade.

## AGENDA.

## TO-DAY.

Cargo ex *Hitachi Maru* subject to rent.

Cargo ex *Wittenburg* subject to rent.

## TO-MORROW.

Daylight—D. & Co.'s steamer *Haitan* leaves for Coast Ports.

Daylight—O. S. K. steamer *Asahi Maru* leaves for Coast Ports.

Noon—C. P. R. steamer *Empress of Japan* with mails passengers etc. leaves for Vancouver E.C.

Noon—N. D. L. Co.'s steamer *Prinz Heinrich* leaves for Southampton.

Cargo ex *Hongkong Maru* subject to rent.

## THURSDAY, 16th.

4 p.m.—Indo-China Co.'s steamer *Loongsang* for Manila.

5 p.m.—C. & M. Co.'s steamer *Diamante* leaves for Manila.

8.30 for 9 p.m.—Regular Meeting of the Perservice Lodge at the Freemason's Hall, Zealand Street.

Cargo ex *Bengal* subject to rent.

## FRIDAY, 17th.

Daylight—N. Y. K. steamer *Awa Maru* leaves for Marseilles, London, etc.

A. L. S. N. Co.'s steamer *Melpomene* leaves for Shanghai.

## TUESDAY, 21st.

Noon—N. Y. K. steamer *Mike Maru* leaves for Japan ports.

## WEDNESDAY, 22nd.

Daylight—O. S. K. Co.'s steamer *Anfang Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co., at the Dispensary.

Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Sobraon* and the portion of her cargo remaining on board.

## FRIDAY, 24th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc.

## SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

## MAY 13th.

F. Urquhart, chief engineer *Thales*, goes on home leave.

J. Miller, 2nd engineer, *Fortuna*, has been promoted chief engineer, *Thales*.

Ed Potts, *Kukiang*, has resigned his ship.

W. McKechin, 2nd engineer, *Thales*, has been promoted 2nd engineer, *Hallong*.

E. J. Stoddart, chief engineer, *Diamante*, goes on home leave 15th inst.

W. J. Harrison and engineer, *A. C. Lakin*, goes on home leave 15th inst.

Captain R. D. Thomas has gone in command of the *Yamato*, on the Canton-Wuchow run.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Indian (*Sutong*) to-morrow.  
American (*China*) 16th inst.  
French (*Natal*) 20th inst.  
American (*Doric*) 23rd inst.  
Canadian (*Empress of China*) 28th inst.  
American (*Peru*) 8th prox.

The C. P. R. Co.'s steamer *Tarlar*, left Yokohama to-day, the 14th inst. for Vancouver.

The N. P. Co.'s steamer *Glengyle* arrived at Tacoma from Japan and Hongkong on the 12th inst.

The N. P. Co.'s steamer *Duke of Fife* arrived at Yokohama and sails for Hongkong to-morrow, the 15th inst.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., left Shanghai for this port this morning the 14th inst., at 5 a.m.

The O. S. S. Co.'s steamer *Achilles*, left Singapore for this port yesterday, the 13th inst., and may be expected here on Saturday, the 18th inst.

The P. M. S. S. Co.'s steamer *Peru* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington* ... at Kowloon Dock.  
*Nanchang* ... " " "  
*Hongkong Maru* ... " " "  
*Haitan* ... " " "  
*Union* ... " " "  
*Kiang Tung* ... " " "  
*Hanoi* ... " " "  
*Fei Hoo* ... " " "  
*Glengyle* ... " " "  
*Meade* ... " " "  
*Newark* ... " " "  
*Suturn* ... " " "  
*Burnside* ... " " "  
*Compania de Filipina* ... " " "  
*Hongchow* ... " " "  
*Colonies* ... " Cosmopolitan  
*Pellana* ... " " "  
*Tacoma* ... " " "  
*Ariel* ... " Aberdeen

## PASSED THE CANAL.

Outward—23rd April—*Annam, Benmohr*, 26th April—*Wakasa Maru, Coudon*, 30th April—*Prometheus, Strassburg, Auchenard, Dragonair, Heathburn*, 3rd May—*Ernest Simons, Glenloch, Java, Maria Valerius, Laisant, Maria, Lindesall, Redcross*, 8th May—*Ching Wo, Albenza, Suchen*, 10th May—*Coele, Osborne*.

Homeward—3rd May—*Stentor*, 8th May—*Tamba Maru, Freiburg*, 10th May—*Bombay*, 11th May—*At Home*, 4th May—*Juleopolis, Moravia, Pathan*, 9th May—*Ernest Simons*, 11th May—*Folmina*.

## Shipping.

## Arrivals.

VICTORIA, American steamer, 2,112 J. Pantan, 13th May—Tacoma 13th April, General—Doddwell & Co., Ltd.  
TAI CHEONG, German steamer, 828 H. Ahrens, 15th May—Saigon 8th May, Rice and Flour—Meyer & Co.  
E-SANG, British steamer, 1,127, Hay, 13th May, Hongkong 10th May, Coal—Jardine, Matheson & Co.  
HSIEH HO, British steamer, 1,082, A. A. Crawford, 13th May—Wuhu and Chinkiang 9th May, Ground-nuts, Beans and Oil—Siemssen & Co.  
ELSA, German steamer, 1,702, Schonwandt,



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
INABA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 14th May, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, 18th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Thursday, 4th July, at Noon.

## THE Twin Screw Steamship.

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 14th May, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

## THE Steamship.

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.), on FRIDAY, the 17th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight, and further information communicate with or apply to ALLAN CAMERON, General Agent,

or to SHEWAN, TOMES & CO., Hongkong, 14th May, 1901.

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JALIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th April, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE.)	21st May. } Freight.
SEGOWIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st May. } Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings, Hongkong, 6th May, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and SHANGHAI	"WOOSUNG"	19th instant.
MANILA	"SUNGKIANG"	21st instant.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th June.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 14th May, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MACHAON"	14th May.
"	"ACHILLES"	18th May.
"	"PROMETHEUS"	18th May.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 14th May, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG" of the HAMBURG-AMERIKA LINE. Captain Magen, due here with the outward German Mail about TUESDAY, the 14th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 11th May, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD COY.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... Wednesday May 15  
Belgian King... 3,379 about June 10

THE Steamship "CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 15th instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 13th May, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will leave for the above place, on FRIDAY, the 17th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th May, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "AFRIDI" 24th May. "HILLGLEN" 14th June. "LOWHER CASTLE" 30th June. "HEATHBURN" 17th July.

For Freight and further information apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 6th May, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO. THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above TO-MORROW, the 15th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th May, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"GISELA," Captain Mosca, will be despatched as above TO-MORROW, the 15th instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

## INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on THURSDAY, the 16th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on THURSDAY, the 16th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th May, 1901.

## To be Let.

TO LET.

A HOUSE in RIFON TERRACE. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

TO LET.

GODOWN in DUDELL STREET from 1st June. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1901.

TO LET.

POSSESSION APRIL 1ST. STEWART TERRACE. Apply to J. W. NOBLE. Hongkong, 6th March, 1901.

TO LET.

"WOODLANDS WEST" No. 9, SEYMOUR ROAD. Apply to "S.B." C/o This Office. Hongkong, 13th March, 1901.

TO LET.

OS. 2 and 5, RICHMOND TERRACE. Immediate Possession. Apply to LAU CHU PAI, Care of A. S. Watson & Co., Ltd. Hongkong, 1st April, 1901.



## RUMOURS ABOUT LORD SALISBURY'S HEALTH.

(Via America.)

New York, April 1st.

The London correspondent of the *Tribune* says:—There has been no concealment of the truth at Westminster for several months that Lord Salisbury is ageing rapidly, and that he is not likely to remain in office after the new reign is fairly opened. Even before his present indisposition it was evident that his health was failing, and that he was looking jaded and worn. The Queen's death and the press of public business in connection with the opening ceremonies of the new reign have prevented a journey to the Riviera, which might have invigorated him, and possibly it may now be too late for him to take advantage of a respite from official duties. It has been an open secret that the prime minister was weary of public life, and anxious to retire after the general elections, but was dissuaded by urgent requests from the court. His inclinations prompted retirement when the king ascended the throne, but he was again forced to make a personal sacrifice and wait for a more convenient season. Those who have heard his recent speeches have been impressed with his listless manner and his increasing feebleness. Members of Parliament have been predicting since January his resignation before the close of the present session. The king has spared him needless attendance at court, and accepted the service of Mr. Balfour many times when the prime minister would actually have been in consultation with him. Even if current reports of Lord Salisbury's failing health are exaggerated, there is little reason to doubt that there will be a new prime minister before midsummer, probably Mr. Balfour in preference to the Duke of Devonshire or Mr. Chamberlain.

## ENGLISH STEEL-MAKERS IN AMERICA.

(News via Japan.)

New York, 1st April.

Mr. Robinson, managing director of W. Jessop and Sons, Limited, of Brightside Works, Sheffield, England, has arrived here on the *Canard Luce* for the purpose of determining as to the location of the plant which the English concern proposes erecting in the United States. The Jessop Company, which is capitalized at \$3,000,000, operates one of the oldest established industrial plants in Europe, it being founded as far back as 1774. It manufactures crucible steel chiefly. In an interview last night, Mr. Robinson said: "We are going to build a plant on this side principally with a view to escape the tariff of some \$30 a ton, which the United States Government imposes on crucible steel entering this country. Having works here will enable us to extend our important business connections in America. While it is somewhat premature to say what particular additional new lines we intend to enter into the manufacture of, I will say that we shall make a feature of the steel specialties which the Dingley tariff precludes us from manufacturing in England and shipping into the United States. Another reason for our present step is that we now labour under a distinct disadvantage on the other side owing to the high price of fuel. On last year's business we had to declare a reduced dividend on that score notwithstanding our books showed the largest turnover in the history of the company. As to the precise location of the plant I am not yet in a position to say anything definite, but it may be taken for granted that our new works will be in the vicinity of Pittsburgh. While I do not share the intensely gloomy view which some persons indulge in as regards present and future business conditions in Great Britain, I cannot but admit that things look serious and would not be at all surprised to learn that many of the iron and steel plants on the other side are now executing orders at a loss."

## REVIVAL OF GEO. ELIOT'S POPULARITY.

It seems probable that we are about to have a revival of the vogue of Geo. Eliot and her literature. W. D. Howells, the well-known American critic, looks forward to the revival. In a critique of the "Characters" of her books he writes: "She (he is writing of Maggie Tulliver of 'The Mill on the Floss') is at any rate typical of that order of heroine which her author most strongly imagined, not quite upon the Miltonian formula for a poem 'simple, sensuous, passionate,' but upon such a variation of it as should read complex, sensuous, passionate. She is of all the kinds of heroines the most difficult for men justly to appreciate, and in their failure something of the ignoble slight they feel for her attaches also to her creator. They are ashamed for a woman who would give herself with her heart as passionately as they seek women without their hearts. The fact will not be easily put into words, and it is forced to underlie the vital difference between the grosser make of men and the finer make of women. Above all others Tolstoy has suggested it in the *Natacha* Rostoff in his 'War and Peace' but most novelists shy off from it, leaving their readers to make what they can of the recorded events; and in English fiction George Eliot has alone recognized it so recognizably as not to leave it to the reader. Her heroines' souls are incarnate in bodies that glow with passion none the less but all the more pure because it is a flame. Maggie Tulliver, for example, is the compact of it. Dorothea Casaubon in 'Middlemarch' loves Lodowick from it, as Rosamond loves Titon-Melena in the romance of her name; poor little Hetty Sorrell in 'Adam Bede' is betrayed as much by it as by her vanity; Dinah Morris herself is not without it; in 'Daniel Deronda' Gwendolen Harleth is redeemed by it at least in the reader's pity."

## A NEW FASHIONABLE BEVERAGE.

Owing to the very plain-spoken strictures passed by an eminent brain physician upon even the small amount of wine drunk by ordinary folk with their meals (a London paper says) there has become quite a rage for barley water. It is asked for in the restaurants and it is demanded in the clubs. It is drunk as frequently as not out of a wine glass, one of the subtleties people play upon themselves now who believe in the theory that drinking much while eating is bad for the digestion and conducive to obesity. To make palatable barley water two ounces of pearl barley should be allowed to soak in cold water for an hour. Then that water is strained away, and on the barley is poured a quart of clean cold water. It is allowed to boil for twenty minutes. Lemon rind and perhaps the juice of a lemon, if plenty of flavour is liked, should be added just at the last, and when the barley water is strained, it is ready for the table.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office:—  
Arian, D.  
Arthur, T.  
Auger, Bishop Van  
Armistead, Miss A. J.  
Anderson, R. A. J.  
Abrahams, Mrs.  
Ajwim, Miss  
Brokenshire, F.  
Beal, Gunner J.  
Brown, J.  
Boyd, R. P.  
Beylis, M.  
Bannerman, J.  
Buxton, Chas.  
Bent, G.  
Bryan, M. R.  
Bergetowski, C.  
Bernedo, J. G. C.  
Bird, W. B. M.  
Bolin, O.  
Buhning, N.  
Baschtersky, M. de  
Barton, Miss A. C.  
Barton, A. L. L.  
Buisson, W. T.  
Benhan.  
Bouroughs, Miss  
Cohen, A. S.  
Chambers, Capt. R.  
C. H.  
Callen, F. W.  
Candler, W.  
Chadling, Brothers &  
Co.  
Carpenter, F. G.  
Child, H. E. A.  
Chapman, W.  
Cartridge, J.  
Gowte, E. H.  
Allesen, Capt. V.  
Comie, Mrs.  
Carbide, Capt. Van  
Cahill, G.  
Cook, L. F.  
Gralk, J.  
Capel, H.  
Chanes, L. L.  
Comrie, I. P.  
Duffs, Capt. P.  
Davis, J.  
Drewes, Capt. H.  
Dannenberg, Miss E.  
Durlington, H.  
Daukewich, P.  
Dodge, V. A.  
Dunbar, T. E.  
Dipple, Mrs.  
Dewey, W. R.  
Deas, W. P.  
Davis, A.  
Ellis, J.  
Eckert, W.  
Etienne, C.  
Etzel, L. L.  
Elkins, S. B.  
Evans, A. M. A.  
Edmonds, H. W. S.  
Freeling, Lady  
Friedman, V. D.  
Frieburg, P. S.  
Fobris, G.  
Fasgen, P. M.  
Freeman, Miss W. W.  
Goels, F.  
Grant, W.  
Grants, H. L.  
Greenwood, Miss E. B.  
Gyr, H. W.  
Glendinning, R.  
Goodwin, L.  
Georgeson, J.  
Graw, J. K.  
Guttierrez, L.  
Grunstein, B.  
Gomes, J.  
Greenwood, T.  
Green, Mrs. G.  
Garratt, S.  
Grimes, J. B.  
Gordon, J. A.  
Grant, A.  
Harkens, J.  
Herbinville, L. D.  
Honey, B.  
Hardy, R. J.  
Hachen, H.  
Hoag, P. V.  
H. Amateur Photo  
Club.  
Hinderker, J.  
Booley, P. F. G.  
Havermeyer, F. C.  
Huby, G.  
Harrison, Mrs. P.  
Hamilton, Mrs. H.  
Hallard, F. J.  
Hoashi, S.  
Harrison, R.  
Hasecock, A.  
Hay, Rev. N. E.  
Hark, G.  
Hall, B.  
Hansen, W. L.  
Heaney, Mrs.  
Hawley, W. H.  
Hakata, C. W.  
Hykes, C. W.  
Ingold, F.  
Jones, C. O. Council.  
Johnson, J.  
Johnson, C. E.  
Jeffries, Rev. M.  
Joasiano, S.  
Jor, A. (Sailor)  
Jenkins, C. M.  
Kirkpatrick, M. C.  
Kinn, C. H.  
Kelp, G.  
Kotewell, R. H.  
Karmant, S.  
Kirk, R.  
Kelton, W.  
Kuhn, F.  
Kneule and Streiff.  
Kierulff, P.  
Kukman, G. W.  
Knapp, Jr., W.  
Koburn, C. J.  
Leslie, M. K.  
Liberge, C.  
Leon, C. de  
Losada, Dr.  
Lawring, C. C.  
London, H. J.  
Lester, H.

List of Registered Covers in Poste Restante.  
Ahmed Deen, I.P.C.  
638 (2)  
Abda Khan, I.P.C. 798  
Attare Khan, No. 774  
Bukha Khan  
Blank, Miss A. Aram  
\*dale, Southport (1)  
Returned.  
Bita Singh  
Bova and Co., Supt.  
Brewery.  
Burkett, Ali Khan,  
I.P.C. 856  
Bergmann, B. & R.  
Brimble, Capt. A.

Brough, R.  
Bobal Singh  
Brough, Mrs. R.  
Clarkson, G. V.  
Chunda Singh, I.P.C.  
58.  
Clarke, J.  
Chao, H. Y.  
Crane, E. H.  
Crane, E. H.  
Dell, N. M. Khan  
Deen Singh, I.P.C.  
547.  
Fox, F.  
Fatma (Bombay)  
Felicie, Blaz  
Fosulane, A.  
Ferreira, F. X. P.  
Frampson, Mrs. (3)  
Fahis, C. (Singapore).  
Gabor Khan  
Gewanah Singh, I.P.C.  
807.  
Garcia, R.  
Gulab Khan, I.P.C.  
509.  
Gunda Singh  
Gleick, M.  
Hand, J. (Manila), To  
Constance Hand,  
Vic. Eng. School,  
Hongkong.  
Harwood, Thomas  
Hasham Ali, I.P.C.  
607.  
Hilton, St. John.  
Hazar Khan, I.P.C. 616  
Hesa, Miss O.  
Hodge, Ed. G. Port-  
land (Maine), Re-  
turned.  
Hakan Singh, I.P.C.  
502.  
Hall, J. L.  
Harrison, R.  
Hall, Capt. F.  
Hoashi, S.  
Haynes, J.  
Jawalla Singh, I.P.C.  
614.  
Johnson, C. E.

## List of Registered Covers for Merchant Ships.

"S.S. Atlas".....M. Richardson.  
"Belgian King".....Abermether.  
"China".....Mr. Cooper.  
"Destruction".....J. Garbutt.  
"Euxine Luyken".....Capt. Wallis.  
"Haitian".....A. Anderson.  
"Idemine".....T. Connolly.  
"Manuel Laguna".....E. Nielson.  
"Monmouthshire".....Capt. J. Kennedy.  
"Monmouthshire".....W. Cropley.  
"Palatia".....H. Broch.  
"President".....R. B. Munro.  
"Radley".....John Mann.  
"Relief".....J. H. McNeill.  
"Relief".....J. H. Miller.  
"Relief".....J. Schneider.  
"S.S. Saint Jerome".....Capt. A. Jones.  
"S.S. Saturn".....H. Mines.  
"S.S. Shantung".....Miles.  
"Urania".....Capt. Wilson.

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Birdlime.  
Chingtai.  
Cheong Seng Loong.  
Dellaguz.  
Fromeur.  
Gee (Major).  
Honjo.  
Kamchoeng.  
Kongyung.  
Kongyung.  
Kwongkingloong.  
Laihoypuen.  
Lapraik.  
Lichuenshang.  
Matthew, Joseph.  
Mrs. Marshall (Sobra-  
on).  
Powlee.  
Quanonlong.  
Quanonlong.  
Sham.  
Slonghoochan.  
Steamer Wineland.  
Steel.  
Stranz.  
Sunanyuen.  
Teiching.  
Tingtai.  
Thi.  
Toksham.  
Turgens.  
Tyehungsoon.  
Watanabe.  
Wingyloong.  
Yeeon.  
0208 (Sweet Kee Chan).  
0651, 4637 (Nam Hing).  
5940 (Kwong Yu Yun).  
Two.  
0651, 3031 (Nam Wan).  
0208 (Sweet Kee Chan).  
5502, 7127 (Maoioong).

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co.  
Hongkong, 28th May, 1896. [30]

## Masonic.

## PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th May, 1901. [108c]

## Intimations.

WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**  
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—  
WATKINS, LIMITED,  
ANOTHERS' HALL, 66, QUEEN'S ROAD CENTRAL, HONGKONG. [14]

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed. E. F. SKERTCHLY, Manager.  
Hongkong, 1st May, 1899.

## Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Le House Street, Praya Central.

Head Office.—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Miki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinotani Coal Mines.  
Oshonura Coal Mines.  
No. 1, Ohtsui Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kangafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Milke Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 11th December, 1890. [13]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May, 1896. [18]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [41]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS &amp; Co., Bank Buildings. Hongkong, 9th March, 1897. [127]

A CURE FOR ASTHMA!!! GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of acute and chronic diarrhoea. These Capsules, unlike Opoids, have not the inconvenience of producing "Nausea."

MATICO INJECTION is used in recent MATICO CAPSULES in chronic cases.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

UNTOUCHED BY HAND.

MELLIN'S FOOD

FOR INFANTS and INVALIDS.

When prepared in similar to Breast Milk.

MELLIN'S FOOD WORKS, FREEMAN, LONDON, ENGLAND.

## Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &amp;c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &amp;c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited. Hongkong, China and Manila. [16]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

KODAKS AND FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building. [24]

CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES Nos. 54 &amp; 56, Queen's Road Central. [25]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE, 5, D'AGUILAR STREET and 23 &amp; 25, Elgin Road, Kowloon. Hongkong, 16th April, 1901. [34]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. Hongkong, 27th April, 1900. [34]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 14, Lee-House Road.

I am now in a position, in his New and Com- modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 22nd September, 1898. [40]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central. Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST. TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

SIEN TING,

SURGEON DENTIST, No. 14, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [19]

## Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; Co., LIMITED, Agents. Hongkong, 10th May, 1901. [14]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship "BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &amp;c., ex S.S. "China" at Puntaruna.

From Persian Gulf, ex B.I.S.N. and B. &amp; S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 10th May, 1901. [5]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

CONSIGNEES of the following Goods, shipped per S.S. "WITTENBERG," to "ORDER" at Hongkong, F.B. &amp; C. 15449/50 2 cases Calcium Carbide.

AG 15501/2 2 " " " " 15549/53 2 " Saltpetre Acid. [6] 84/85 2 " Saltpetre. " 86/9 5 " Sulphuric Acid. " 89 1 " Ether. " 122 1 " Acid. " 303 1 " Turpentine Oil.

and now lying in a lighter off Stone Cutters' Island, are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of the Cargo.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 13th May, 1901. [515c]

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical Work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

NOTE ADDRESS:—ICE HOUSE ROAD.

For full Particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON, Manager. Hongkong, 14th December, 1900. [19]



## The Share Market.

LATEST QUOTATIONS.  
(May 14th).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	388 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	41
The Bank of China & Japan, Limited (Deferred)	£ 1	45 1/2 buyers
National Bank of China, Ltd.	£ 8	327 buyers
Do. Founders	£ 1	315 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$330 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$58 buyers
N. W. China Ins. Co.	£ 25	Tls. 180 buyers
Ins. Assoc.	\$ 60	\$125
Ins. Office, Ltd.	\$ 50	\$175 buyers
Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
Fire Ins. Co.	\$ 20	\$87 1/2
<b>Shipping.</b>		
Long, Canton, & Co., Ltd.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$135 sales
China S.S. Co., Ltd.	\$ 40	\$57 sellers
China S.S. Co., Ltd.	\$ 50	\$54
China S.S. Co., Ltd.	\$ 50	\$54 sales
China S.S. Co., Ltd.	£ 10	£12 buyers
China S.S. Co., Ltd.	£ 10	£12 buyers
China S.S. Co., Ltd.	£ 5	£7 buyers
China S.S. Co., Ltd.	£ 5	£24 buyers
China S.S. Co., Ltd.	£ 1	£3 sellers
China S.S. Co., Ltd.	\$100	\$135 sellers
China S.S. Co., Ltd.	\$100	\$38 sellers
<b>Mining.</b>		
Punjom Mining Co.	\$ 8	\$7 1/2 sales
Punjom Mining Co.	\$ 1	\$1.40
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$135 sellers
Luzon Sugar Refining Co., Ltd.	\$ 100	\$38 sellers
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Building Co., Ltd.	\$ 30	\$30
West Point Building Co., Ltd.	\$ 50	\$56 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$130 sales
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys' Estate & Mortgage Co., Ltd.	\$ 10	\$142 sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning & W. Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	200 1/2 p. buyers
La Comercial, Ltd.	\$500	100 1/2 p. buyers
Hensiana Limited	\$100	100 1/2 p. buyers
La Favorita	\$500	100 1/2 p. sellers
<b>Green Island Cement Co., Ltd.</b>		
China-Borneo Co., Ltd.	\$ 15	\$38 buyers
A. S. Watson & Co., Limited	\$ 10	\$17 sales
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 25	\$57 1/2
Gen. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 5	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-Asian Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$14 buyers
Tobacco Planning Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.  
Telegraph Address: "Rialto."  
Telephone No. 144.

## VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. Clifford	Irving, Mr. E. N.
Andrew, Mr. S. A.	Jackson, Mrs. J. D. and child
Angus, Mrs.	Jercovitch, Mr. V.
Arnold, Mr. H.	Joseph, Mr. & Mrs. E. S.
Ashison, Mr. James	Katsch, Mr. E. A.
Atkinson, Mrs. & Miss	Kiene, Mr. and Mrs. F.
Auld, Mr. J. S.	Killar, Mr. T.
Bai, Mr. W. S.	King, Mr. H. S. R. E.
Bain, Mr. G. S. R.	Kirkwood, Mr. J.
Bass, Mr. Q.	Kleimire, Mr. G.
Bell, Miss	Lewis, Mr. J. M.
Bell, Mr. and Mrs. O. M. D.	Little, R. E., Major
Benjamin, Mr. D.	R. P.
Beringer, Mr. F. J. G.	Lou, Mr. & Mrs. D. M.
Black, Mr. D. F.	Macdonald, Mr. D.
Boyd, Mr. W. H.	Macduffy, Dr. J.
Bradth, R. N. Lt. & Mrs.	Marshall, Mr. Fred. B.
Brooks, Major & Mrs.	Mattuck, Mr. S. C.
J. C.	Maze, Mr. C.
Bruce, Capt. and Mrs.	McLellan, Mrs. and infant
Bruce, Mr. and Mrs.	Meurer, Mr. A.
Buddupha, Mr. & Mrs.	Millan, Mr. J. C.
Burnie, Mr. C. M. G.	Mudge, Mr. Geo.
Bustow, Mr. C.	Orr, Mr. R.
Cameron, Mr. D. F.	Orr, Capt. S. G.
Clark, Dr. & Mrs. F.	Parfitt, Mr. W.
Clark, Mr. W. J.	Patterson, Mr. G. W.
Clough, Mr. and Mrs.	Pattie, Mr. A. W.
Craven, Mr. J. W.	Pope, Mrs.
Creasy, Mr. and Mrs.	Powers, Mr. Edward
E. B.	Price, Mr. C. J.
Creig, Mr. and Mrs.	Ridgway, Mr. B. H. A.
Cullinan, Mr. J. D.	Robertson, Mr. R.
Darwood, Mr. J. W.	Robinson, Mr. V.
Davis, Mrs. W. & child	Rudeck, Mr. J. R.
Denroche, Mr. F. C.	Schons, Mr. C.
Derrick, Mr. E. H.	Shankland, Mr. R.
Dick, Mr. J.	Shepherd, Mr. Geo.
Discombe, Mr. G. M.	Stevens, Mr. H. Goyne
Dorehill, R. A. Major	Stewart, Mr. E. H.
Duff, Mr. W. S.	Sulton, Mr. M. G.
Dyson, Capt. P. S.	Taylor, Mr. D. G.
Elmore, Mr. F.	Tenhiro, Mr. E.
Garratt, Mr. A. D.	Tibbety, Mr. H. M.
Gibbs, R. N. Mr. A.	Tiblane, Mr.
Gibson, Mr. and Mrs.	Tilly, Capt. and Mrs.
Kennedy	Uebelhadt, Mr. G.
Glover, Mr. C.	Wakeman, Mr. G. H.
Gorham, Mr. G. H.	Walker, Mr. K.
Grant, Mr. John	Walker, Mr. J. D.
Grubbs, Mr. H. K.	Watts, Mr. and Mrs.
Harold, Mr. W.	Frank W.
Hillman, Mr. A.	Wilmer, Mr. W. J. G.
Hillman, Mrs.	Wilmer, Mr. L. M.
Hochappel, Mr. E. C.	R. N. R.
Hogg, Dr. and Mrs.	Wild, Lieut. and Mrs.
children	Bagnall
Hogg, Misses C. & M.	Williamson, Mr. and Mrs.
Howard, Mr. Thos.	Mrs. A. A. and child
Hodkins, Mr. & Mrs.	Wiggins, Mr. and Mrs.
J. D.	Wiggin, Miss
Huke, Mr. and Mrs.	Woolen, Mr. J. J.
A. N.	Wyllie, Mr. A.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baldwin, Mr. Barry	Hays, Mr. J.
Beattie, Mr. James	Hughes, Col. G. A.
Benjamin, Mr. S. S.	Irvine, Mr. E. H.
Bonnam, Mr. J. W. C.	Lang, Dr. K.
Brayne, Mr. H. F. R.	Lee, Mr. J. E.
Brown, Colonel F.	MacIntyre, Mr. Gordon
Bruce, Mr. G.	Maxim, Mr. R.
Cameron, Mr. Allan	Miller, Mr. and Mrs.
Carrington, Sir John	Newall, Mr. Stuart G.
C. M. G.	O'Gorman, Col. The
Carrington, Miss	O'Gorman, Madam
Collard, Col. A. W.	Oppenheim, Mr. J.
Dann, Mr. G. H.	Pitt, Mr. John. R. N.
Dixon, Mr. F.	Pollock, Mr. H. E.
Ezekiel, Mr. J. S.	Pryne, Capt. R. A. M. C.
Ezekiel, Mr. R. M.	Quinn, Mr. M.
Forbes, Mr. Andrew	Rouse, Mr. A. B.
Fraser, Mr. and Mrs.	Shelton, Mr. Edward
H. W.	Sinclair, Capt. A. G. O.
Graham, Mr. D. M.	Stokes, Mr. A. G.
Griffin, Major W. W.	Tomlin, Mr. G. L.
R. A.	Tomlin, Mr. G. L.
Harstond, Dr. and Mrs.	Wiegman, Mr. H. J.
G. M.	Wheeler, Mr. J. L.
Gumpert, Mr. and Mrs.	Wheeler, Lt. Col. J. B.

## CRAIGIEBURN.

Anderson, Mr. Jas.	Canthorpe, Mr. C. S.
Brown, Mr. and Mrs.	E. G.
H. Matheson	Pye, Mr. E. Burns
Canton, Staff-Surg. H.	Suter, Mr. Hugo
Canton, Mrs.	Volpicelli, Consul

## KOWLOON HOTEL.

Davies, Mr. W.	Lewis, Mr. and Mrs.
Dean, Mr. F.	E. G.
Dowds, Mrs. Lottie	Nobbs, Prof. A. P.
Earby, Mr. E. A.	Spittles, Mr. J.
Kennedy, Mrs.	Wisheit, Mr. & Mrs. H.
Leary, Lieut. C.	

## EXCHANGE.

Hongkong, 14th May.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight	3/4
O'ments, 4 months' sight	3/4
ON BERLIN, (demand)	M. 2.01
ON PARIS, Bank Bills, on demand	2.48
Credits, 4 months' sight	2.52
ON NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
On demand	148 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T. T.	24 1/2
Sovereigns, Bank's Buying Rate	80.00
Gold Leaf 100 touch, per tael	51.50
Silver	27 7/16
Dollars	nom.

## OPTUM QUOTATIONS.

Hongkong, 14th May.	
New Patna	592 1/2 per chest.
New Benares	972 1/2
Old Benares	965 per picul.
Old Malwa	830
Persian, paper tied	810

## VESSELS IN PORT.

AKASHI MARU, Japanese steamer, 1,676, K.	
Suzuki, 14th May, Amoy and Swatow	
10th May, General—Mitsui Bussan Kaisha	
ANZONI, British steamer, 3,553, M. H. P.	
Taken, 12th May, Yokohama 20th April, and Shanghai 9th May, General—Butterfield & Swire	
ARIEL, Norwegian steamer, 924, Ch. Rafan	
12th May, Canton 12th May, General—M. J. & Co.	
ATHENIAN, British steamer, 2,444, H. Mowatt	
8th April, Vancouver via Comox, Kobe and Mofu 17th March, Timber and Flour—C. P. & Co.	
BENLARI, British steamer, 1,352, Kroble, 10th May, Bangkok and Mofu, R. N. R.	
BENLOCH, British steamer, 1,752, Wm. Hutton, 6th May, Mofu 30th April, Coal, Bradley & Co.	

## BERGENHUS, Norwegian steamer, 2,344, F. H.

Swendsen, 9th May, Mofu and May, Coal—Butterfield & Swire	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April, Manila 11th April, Cable—Government	
CANNING, British troopship, 1,587, Lieut. Leger G. Warden, 13th May, Rangoon 1st May, Carlisle City, British steamer, 1,894, A. L. Paterson, 8th May, Mofu and May, Coal and General—Butterfield & Swire	
CHINA, German steamer, 1,113, P. Voss, 6th May, Newchwang 28th April, and Chefoo 30th, General—E. A. Trading Co.	
CHOWFA, German steamer, 1,055, A. Musing, 9th May, Bangkok and May, and Swatow 8th, Teakwood and Rice—Butterfield & Swire	
CHUNSAO, British steamer, 1,419, L. A. Muir, 11th May, Bangkok 5th May, Rice—Jardine, Matheson & Co.	
CLAVERDON, British steamer, 2,085, Parker, 6th May, New York 5th Mar, Case Oil—Order	
DIAMANT, British steamer, 1,254, A. Ramsay, 11th May, Manila 8th May, General—Shevan, Tomes & Co.	
EMPEROR OF JAPAN, British steamer, 5,504, H. Pybus, R. N. R., 7th May, Vancouver, B.C. 15th April, and Shanghai 4th May, Mails and General—C. P. & Co.	
HAICHING, British steamer, 2,527, T. P. Hall, 9th May, Tamsui via Amoy and Swatow 8th May, General—Douglas, Laprak & Co.	
HAITAN, British steamer, 1,183, J. S. Roach, 12th May, Fochow and Amoy 11th May, General—Douglas, Laprak & Co.	
HANGCHOW, British steamer, 909, J. Pearce, 21st Mar, Shanghai 18th Mar, General—Butterfield & Swire	
HANOI, French steamer, 768, Pannier, 10th May, Haiphong and Hoihow 9th May, General—A. R. Marty	
HONGKONG, French steamer, 735, Pannier, 20th April, Haiphong and Hoihow 19th April, General—A. R. Marty	
HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 7th May, San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 2nd May, and Shanghai 4th, Mails and General—J. S. Van Buren	
HUE, French steamer, 705, G. Godinau, 13th May, Haiphong and Hoihow 12th May, General—A. R. Marty	
LOOANG, French steamer, 1,092, G. S. Weigall, 14th May, Manila 8th May, Hainan, Jardine, Matheson & Co.	
MAUSANG, British steamer, 1,614, Walsh, 8th May, Sandakan and May, Timber—Jardine, Matheson & Co.	
MEADE, American transport, 5,262, G. W. Wilson, 26th April, Manila 23rd April	
NANCHANG, British steamer, 1,062, Finlayson, 24th April, Saigon 20th April, Rice and General—Butterfield & Swire	
ON SANG, British steamer, 1,787, J. Young, 12th May, Sourabaya and Samarang 30th April, Sugar—Jardine, Matheson & Co.	
PETRIANA, British steamer, 1,405, Snopce, 25th Mar, Bala (Papan) 19th Mar, Kerosine—Arnold, Katsch & Co.	
POMPEY, American steamer, 785, J. H. Seriver, 21st Mar, Manila 18th Mar, Coal—U. S. Navy	
PYRRHUS, British steamer, 2,281, J. W. Walker, 5th May, Mofu 30th April, Coal and General—Butterfield & Swire	
RAGMAR, Norwegian steamer, 1,220, H. Nielsen, 11th May, Bangkok 4th May, Teakwood—East Asiatic Trading Co.	
RANZA, British steamer, 3,434, Geo. H. Arnot, 9th May, New York 12th Mar, Case Oil—Standard Oil Co.	
SARNIA, German steamer, 1,052, Pfeiffer, 8th May, Saigon 4th May, Rice—Siemens & Co.	
SIMONIAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong	
TACOMA, American steamer, 1,689, John Alwen, 10th May, Tacoma, Wash. U.S.A. 9th April, and Yokohama 1st May, General—Doddwell & Co., Ltd.	
UMTA, British transport, 3,450, R. W. Gimblett, 8th May, Calcutta 26th April, Ballast—Admiralty	

## Sailing Vessels.

ADOLPH OBRI, American ship, 1,265, Am-bury, 19th Dec, New York 2nd June, and Chefoo 12th Dec, Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hurnburg, 14th Oct, New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,886, Thomas, 1st Dec, Cardiff via Cape Town 26th Sept, Coal—Government	
LARGO BAY, British ship, 1,178, F. Adams, 7th April, Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar, Ponape and Caroline Island 11th Mar, Copra—Master	
LUVON, American 4-masted schooner, 512, Aderson, 31st Mar, Port Townsend 28th Dec, General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar, from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Wames, 23rd Feb, Yap 9th Feb, Ballast—Siemens & Co.	
OBH, British schooner, 1,951, R. Pinkham, 9th April, Cardiff 23rd Feb, Patent Fuel—Government	
PRESIDENT, British bark, 766, R. B. Munro, 3rd April, Rajah 8th Feb, Timber—Ping On Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb, Manila 18th Feb, Ballast—Master	
VIMERA, British 4-masted bark, 2,433, D. S. Millan, 23rd Jan, New York 3rd Sept, Case Oil—Order	

## HIS BRITANNIC MAJESTY'S SHIPS.

## ON THE CHINA STATION.

Hongkong, May 14th, 1901.	
Alacrity, dispatch vessel, 1,177 tons, 10 guns, 3,000 h.p., Capt. G. F. H. Cradock, at Shanghai	
Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Hongkong	
Arctura, 2nd-class cruiser, 4,200 tons, 10 guns, 5,000 h.p., Capt. J. Starin, en route Woosung	
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 15 guns, Capt. G. H. Cherry, at Shanghai	
Asura, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Fagel, at C. M. G.	
Aurora, 1st-class cruiser, 5,600 tons, 8,000 h.p., 12 guns, Capt. E. H. Bayly, en route Fochow	
Bayfield, 1st-class battleship, 13,500 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warden, Nagasaki	
Bismarck, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C. M. G., Woosung	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sayle, at Taku	
Drumhead, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy	
Drift, 1st-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Shanghai	

## Britomart, 1st-class gunboat, 710 tons, 1,300

*Centurion*, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R. N. en route Shanghai.

*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Shanghai.

*Dido*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tillard, Shanghai.

*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. G. A. Callaghan, C. M., Wei-hai-wei.

*Esk*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.

*Fama*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

*Firbrand*, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.

*Glory*, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Hongkong.

*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, en route Shanghai.

*Hamble*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

*Hermione*, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.

*Humber*, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.

*Iris*, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Wei-hai-wei.

*Janus*, torpedo-boat destroyer, in reserve.

*Litsea*, 2nd-class cruiser, 775 tons, 2 heavy guns, 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

*Litsea*, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Amoy.

*Ocean*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

*Otter*, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

*Phenix*, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.

*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,400 h.p., Comdr. J. F. E. Green, S'pore.

*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

*Plow*, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de Couper, Shanghai.

*Radpole*, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Comd. C. F. Corbett, Shanghai.

*Robin* river-gunboat, 2 guns, Lieut. Comdr. G. Webster, West River.

*Rosalia*, 2nd class, 980 tons, 8 guns, 1,400 h.p., Com. G. Hamilton, en route Singapore.

*Sandpiper*, British river-gunboat, 2 guns, 1,200 h.p., Comdr. Carr, West River.

*Snipe*, river-gunboat, 85 tons, 2 guns, 120 h.p., Lieut. and Commander Oldham, Yangtze.

*Swift*, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.

*Taku*, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.

*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, 1st-class battleship, 14,200 tons, 16 guns, 25,000 h.p., Capt. Percy Scott, C. M., Hongkong.

*Twisted*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

*Waterwitch*, surveying ship, 620 tons, Lieut. Comdr. L. J. Mella.

*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.

*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

*Woodcock*, river-gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, Kiliang.

*Woodlark*, river-gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Adamastor*, Portuguese cruiser, 1,900 tons, Capt. Anderson, Hongkong.

*Asper*, Austrian unarmd, 976 tons, Capt. Weber, Shanghai.

*Holland*, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrund, Swatow.

*Katharin Elizabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eilsen, Shanghai.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Roussum, Swatow.

*Liberal*, Portuguese gunboat, 558 tons, Com. José da Cunha Lima, Macao.

*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. B. Bissler v. Sambuch, Shanghai.

*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,756 h.p., Capt. Jansen, Taku.

*Zaire*, Portuguese gunboat, 600 tons, Capt. Mello, Hongkong.

*Zenta*, Austrian cruiser, 2,500 tons, Capt.